

THE GOVERNMENT AND CHINA.

From a letter addressed to the Prime Minister by the China Association—dated July 3 and signed by Mr. R. S. Goodry, the honorary secretary—we extract the following passage, which has reference to Chinese railway enterprise. The most important passage in the letter speaks of the danger, arising from international rivalry, that railways may be held to constitute territorial claims, and points out that there are two ways of meeting this risk. China may be either encouraged to assert her sovereign rights, or may be parcelled out into exclusive spheres of national interest. The letter continues:—

It is superfluous to repeat that the maintenance of Chinese integrity appears to the association to consist best with the interests of British commerce. Wisdom and foresight would have dictated the creation in China of a railway bureau with a foreign staff, on the model of the Customs service. With such a guarantee of efficient supervision and administration the Chinese Government would, it is believed, have been able to raise sufficient capital under its own guarantee. If it is too late now to affirm such a scheme in its entirety, it may still not be too late to organize a department capable of imposing some measure of uniformity, and of exercising such a degree of control as to prevent rival concessions assuming national hues and being administered under different systems on exclusive lines. The political element in those concessions cannot be ignored and circumstances are conceivable in which preferential freight and differential rates might be made to subvert national unity.

The reported concession to Belgium of the right to make a line from Peking to Hankow may illustrate the position.

The association is led by this incident to repeat the expression of its anxiety as to the steps that have been taken to give precision to China's promise that no portion of the Yangtze region should be leased or ceded to a foreign Power.

Manchuria has been given up to Russia, and it is practically certain that no British interest would be admitted in the line which Russia is about to construct between Kirin and Tientsin. It would be consistent to expect that Russia should refrain from encroaching on the British sphere. It would be immeasurably preferable that important trunk lines should be made by China herself—with foreign capital, because foreign capital is necessary—for foreign capital attracted, as it might be attracted, by provisions for foreign management under Imperial control and Imperial guarantee. Failing such methods, however, the association ventures to suggest that Parliament might be invited to protect British interests by a British guarantee. The proposition is based, of course, on the assumption that England is interested in maintaining the Yangtze region intact, and that the control of its approaches is a matter of Imperial concern. It is based on the further assumption that the Russo-Chinese Bank is a Russian State bank, and that an enterprise executed by a State bank has a political character. Commercial enterprise may be left to compete with commercial enterprise; private capital may be left to compete with private capital, but the operation of a great State bank cannot be controlled by private finance, either in regard to promissory or defaulting. State finance must be opposed by State finance, and the association ventures to suggest that a great trunk line leading from North China into the heart of the Yangtze Valley is an enterprise too important with political importance to be disregarded.

The contract with Belgium appears to be scarcely less transparent than the alleged transfer of the Changling-Tientsin concession to France. The real control rests in each case with the predominant partner in the alliance which seems to hold China in its grip.

It may be contrary to British precedent for her Majesty's Government to finance a railway on foreign soil, but the circumstances are novel, and it is believed that a proposal to guarantee the cost of the Peking-Hankow line would be approved as readily as the proposal to guarantee a Chinese loan. The cost has been estimated roughly at £5,000,000. Interest on that sum at 4 per cent. would be £200,000 a year.

It is felt that Russia's declaration of interest in Manchuria thinly veils practical annexation, and that the line extending her influence over North China as rapidly as she was extending it over Northern Manchuria. The 22nd Chinese Convention that Port Arthur would be reserved for Russia and Chinese ships will be incoincident with Article III. of the Treaty of Tientsin; and a recent declaration that even Chinese ships will be excluded unless they are offered by Russians throws into the last pretence of disguise, Port Arthur, we have since been frankly told, is considered Russian, and Russian merchants will consequently have preferential advantages in shipping goods thither from a Russian port.

Your lordship will, it is trusted, pardon a digression that may explain the distrust with which the association would regard the construction of the Han-Kow line by Russo-French finance.

Significance is attached to the promise which China has given not to alienate any portion of the Yangtze region, and the pretension to push forward a Franco-Russian railway into the vital centre of the district is regarded as an intrusion that would be vehemently resented if the case were reversed. The difficulty of persuading China to refuse such concessions, in the absence of a vital offer, is admitted. It is suggested that her difficulty might have been obviated by a request that the work should be entrusted to British hands.

The question of railway connection with Burma assumes greater importance in view of recent events. A maritime nation may prefer water to land carriage, especially where a splendid waterway is the alternative to a rugged and difficult railway route. The upper reaches of the Yangtze are still unexplored; but it may be taken for granted that steam transport of some kind will be employed upon them, under the provisions of China's recent promise that all waterways shall be thrown open to steam navigation. There will be a line, however, where these cease to be navigable, and when considerations of accessibility and distance will turn the balance in favour of railway communication with Burma.

If these reflections seem premature, the association ventures to point to the rapidity of recent developments as a reason why no time should be lost in exploring the intervening region and trying to discover feasible lines of approach. It cannot be expected that the exploration required should be carried out by private enterprise, yet it is of great importance to British interests at large. It must, of course, be conducted by competent engineers, whose first duty would be to ascertain the feasibility of extending into South-West China the railway now in course of construction, from Mandalay to the Kanton ferry.

The work is one which the Government may, in the opinion of the association, be fitly requested to undertake. It would not be costly, but it would take time, and no time should therefore be lost.—*Times*.

THE HOOLEY BANKRUPTCY.

EARL DELAWARE AND MR. BROADLEY GET OFF EASILY.

LONDON, August 18th.
Owing to the statements made by Mr. Hooley in his examination in bankruptcy, a certain Mr. Broadley, who had offered a bullock of a thousand pounds for Mr. Hooley to retract charges against the Earl of Delaware, the Official Receiver applied to commit Earl Delaware and Mr. Broadley to prison for subornation of perjury. Mr. Justice Wright, in dealing with the application, found that the money had been offered for the purpose of inducing a retraction of the statements made by the bankrupt, but thought that justice would be satisfied by condemning Earl Delaware and Mr. Broadley to pay the costs of the application. The papers, commenting on the case, agree that both the accused are extremely lucky in escaping so easily.

HOME NOTES.

Not a single Lee-Metford rifle has been surrendered by the Afghans, because they claim to have taken all of these weapons that they possess in fair fight. The rifle sent in are a choice selection of older arms, some of which it has transpired were made up for the tribesmen at Kohat a station on the British Frontier.

Admiral Cervera, it is said, has decided to live in Boston for the rest of his life. He fears that his countrymen, if he returned without his fleet, would not put too fine a point upon it, and he has decided to live in a man who desires to avoid that fate. Boston should seem the best place in the world for residence.

"There's a good dead of human nature in a puppy," remarked the philosopher, calmly watching Fido tearing his best hat to pieces. "Almost as destructive as one of my little nephews." Mrs. Bouncer—"Why, professor, don't you see he's got your hat?" The professor—"I thought I saw it, I thought it was one of the boarder's hats. Take that you whelp!"

The Duchess of Southland attended the council meeting of the Society of Women Journalists, and occupied for the first time the presidential chair in which Mrs. Craigie, the Hon. Mrs. Henniker, and Mrs. Meynell have sat before her. The Duchess has herself been a casual contributor to the press, which her brother, Lord Rosslyn, has taken to editing recently.

Mr. G. F. Watts, R.A. is over eighty, but years do not impair his artistic energies. Lately he has limited himself with the erection of a small chapel for the use of the village of Compton, in Surrey, near which his country house, Limerick, is situated. The work has been carried out entirely by the villagers, under the superintendence of Mr. and Mrs. Watts.

A sentry at Gibraltar was violently charged by a mad bull the other day, and smartly repulsed to receive cavalry. The bayonet succeeded in piercing the bull's breast; but the soldier was hurled backward by the force of the charge, and was only rescued from the enraged bull by the arrival of the guard. We draw a sigh of relief to learn that the bayonet did not comply.

The Mayor of Lille evidently thinks the fair theatre-goer has been pampered long enough, and has issued the following decree: "Ladies in the theatre shall wear their hair dressed low; hats are altogether forbidden! This would seem to indicate that the mere male is not the down-trodden creature we have been led to believe, and that masculine tyranny still flourishes in the provinces.

According to a contemporary the leading religions of the world now claim to have adherents scattered over its surface, as follows:—Protestants, 200 million; Roman Catholics, 105 million; Greek Catholics, 105 million; Judaism, 8 million; Mohammedans, 180 million; while all the rest are classed as heathens and numbered at 822 million. So there is still some work for the missionaries to accomplish.

A year ago an aide-de-camp of the Prince of Bulgaria, in conjunction with a superior officer of police, murdered a Hungarian singing woman; and for this they were very properly hanged. But what happened between sentence and execution was rather extraordinary. In the first place the death penalty was commuted to imprisonment for life. The two convicts then appealed against this sentence, with the result that the death penalty was restored and carried out.

A writer in *Chamber's Journal* points out that the sums paid in estate duty on single estates since Sir Wm. Harcourt's manipulation of the Death Duties, are startling a millionaire being mulcted in estate duty alone to the extent of £50,000; while if his estate descends to others than children another £40,000 at least may be claimed for succession duty. In Scotland the estates that have paid the largest duties are those of the late Earl of Moray and the late Duke of Hamilton. In England they have been matched recently by the estate of the late Mr. Isaac Holden; and in other cases considerably surpassed.

The gift to the Casino by the French nation consists of a Chantilly lace shawl, about three yards long by one in breadth, but wrought of polychrome threads like Venetian embroidery instead of being in one colour only. Round the edge runs a border of narcissi exactly counterfeiting the delicate hues of nature. This encloses two sprays of red and yellow roses which meander intertwined along the four sides of the rectangle, the central space of which is dotted all over with lilacs on a ground of gold. Best of all, *Alphonse*, while in each corner is the monogram of Alexandra Fedorovna, surrounded by an Imperial crown worked in gold.

THE HISTORY OF TIN.

A monograph by Mr. S. B. J. Skerrett directs attention to the fact that tin is the most sparingly distributed of all the metals in common use. The known goldfields cover more than 5,000,000 square miles, the tin fields have an area of less than 15,000 square miles. There are seven tin districts in Europe, producing about 5,000 tons yearly, of which the Cornish mines yield about 3,000 tons. Asia has two tin areas—Roman, in China, estimated by some of the best authorities to produce 10,000 to 20,000 tons a year, but proved by official figures to yield less than 5,000 tons; and the Straits Settlements and adjacent principalities, yielding 13,000 tons yearly, the richest yield in the world. Africa has no known tin mines; North America has payable mines; South America only one tin area, Bolivia and Peru, yielding less than 4,000 tons a year; Australasia, contributes about 6,000 tons a year.—*Straits Times*.

ARRIVAL OF THE "CHINA."

Shortly after three o'clock this afternoon the U. S. chartered steamer *China* arrived in harbor from Manila. She brought over Major-General Merritt Governor-General of the Philippines, and General Greene. General Merritt will leave by the English Mail liner *Chawson* on Saturday to attend the meeting of the Peace Commission at Paris and General Greene will according to telegraphic instructions proceed to Washington at the earliest opportunity, probably to advise on the Philippine question.

THE POWERS AND CHINA.

(From our Correspondents.)

SHANGHAI, July 29th.
The Provincial Treasurer being unwilling to accept the responsibility of according to the French terms for a settlement of the Ning-po Guild dispute, the matter has been referred to Peking. The local authorities express their readiness to negotiate on the question of the settlement extension with the Consuls concerned, independently of the guild affair.

July 31st.
Mr. Curzon's statement, as telegraphed by Reuters Agency, regarding the Labuan (Peking-Hankow) Railway, and the assurance given to Sir George MacDonald in Peking, is impossible to sustain in the face of the text of the loan contract. By that agreement, of which I have seen an authentic Chinese version, Russia virtually challenges England's rights in the Yangtze Valley. Article to make the entire railway the security for the loan, in which Russia has the predominant interest. Of this she makes no secret, and this fact has become doubly significant since Mr. Pavlov's veto against a mortgage of the Kichu line as security for a British bank loan. The Russian bank now practically becomes owner and controller of the Han-Kow Railway, the bonds being lodged with that bank in Paris. An additional article appoints an arbitrator the Minister representing Peking the country where the bonds are issued. Well-informed Chinese state that Sheng signed the contract under pressure exercised by Li Hung-chang.

This latest achievement of Russian diplomacy is a direct menace to British interests in Central China.

The Chinese authorities have brought to the notice of the French authorities a formal agreement which they state was negotiated between the Tsung-li-Yamen and the French Minister in 1878 in settlement of the Ning-po Guild affair of 1874. The terms included a money indemnity for the Chinese killed on that occasion, and an understanding that the Guild should be allowed to remain in undisturbed possession of the land in perpetuity.

HONGKONG, July 31st.

Much indignation is expressed here at the terms of the Kowloon Convention, which are gradually becoming known. The Chinese reservation of Kowloon city cannot be tolerated. The Executive Council has been considering the Chinese Customs demands. These include three plans in Hongkong Harbour, where the Customs can examine junks, a European Commissioner of Customs, and also a Chinese mandarin to act as trade commissioner and reside in Hongkong. Both British and Chinese subjects bitterly resent the Customs demands, and the community consider the nature of the concession most unsatisfactory.

PEKING, July 29th.

A representative of the Deutsch-Anstaltsche Bank Syndicate accompanied the Chinese Secretary to the German Legation at a meeting of the Tsung-li-Yamen yesterday. No reasonable doubt exists that unless speedy opposition is offered Germany will secure the reversion of the concession for a trunk line from Tientsin to Chekiang. The terms are favourable, and the line, which will be parallel to the Peking-Hankow line, will be of great strategic and industrial importance, traversing the richest portion of the Yangtze Valley.—*Times*.

NOTANDA.

CALENDAR.

SEPTEMBER.

Meteorological means based on ten years' observations to 1895.

Barometer 29.818

Thermometer 80.1

Humidity 77

Rainfall 8.58

TO-DAY.

WEATHER REPORT.

On date at On date at

Barometer 29.82 29.75

Thermometer 81 85

Humidity 78 77

Rainfall 77

TO-DAY.

Thursday, 1st September, 1898.

(St. Giles.)

Chinese—16th of 7th moon of 8th year of Kung-shi.

Sun—Rises 5hr. 44min.

Sets 5hr. 18min.

Moon—In Equator 4hr. 30min.

High water—Morning 5hr. 18min.

Afternoon 10hr. 4min.

Low water—Morning 5hr. 4min.

Afternoon 5hr. 50min.

ANNIVERSARIES.

1843—Typhoon in Hongkong; 23 vessels wrecked or damaged.

1854—Petrovskoye bombarded by the French and British.

1870—Mr. Viceroy of Nanking, died of wounds inflicted by an assassin.

1875—The first Chinese-built ironclad launched at Kiangnan Arsenal.

1890—Foundation stone of Gap Rock Light-house laid.

1896—Rebellion reported in the Philippines and a British gunboat telegraphed for by the British Consul.

TO-MORROW.

Friday, 2nd September, 1898.

Chinese—17th of 7th moon of 8th year of Kung-shi.

Sun—Rises 5hr. 44min.

Sets 5hr. 18min.

High water—Morning 11hr. 11min.

Afternoon 10hr. 4min.

Low water—Morning 5hr. 4min.

Afternoon 5hr. 50min.

ANNIVERSARIES.

1666—Great Fire of London.
1809—Treaty between Austria and China signed.
1857—Machow a notorious pirate chief sentenced to transportation.
1870—Surrender of Sedan.
1877—Kagoshima seized by the Japanese rebel leader Saigo.
1879—The *Vega* arrived at Yokohama after discovering the North West Passage.
1891—Serious anti-foreign riots at Ichang.
1893—Death of Sir James Russell, Ex-Chief Justice of Hongkong.
1896—Rokuyo, Japan, destroyed by earthquake; many lives lost.

SHIPPING AND MAIL NEWS.

MAILS DUE:

American (*Autie*) to-morrow.

Australian (*Tahiti*) 31st inst.

Indian (*Sukang*) 5th inst.

American (*Dark*) 10th inst.

Australian (*Memur*) 11th inst.

Canadian (*Empress of Japan*) 12th inst.

Tacoma (*Victoria*) 16th inst.

American (*Gulfport*) 22nd inst.

THE Canadian Pacific Railway Co.'s steamer *Empress of China* arrived at Vancouver at 6 a.m. yesterday, the 31st ult.

THE China Navigation Co.'s steamer *Kwangsi* from Glasgow, left Singapore for this port this morning, the 1st, and may be expected here on or about Tuesday the 6th inst.

We are informed by the Agents (Messrs. Gibb Livingstone & Co.) that the E. & A. S. S. Co.'s steamer *Memur* from Sydney, etc., left Port Darwin for Timor and Hongkong, to-day, the 1st inst.

We are informed by the agents (Messrs. Arnold, Karberg & Co.) that the steamer *Malaya* from Copenhagen, Gothenburg and Antwerp, left Singapore for this port to-day, the 1st, and may be expected here on the 7th inst.

THE O. & O. S. S. Co.'s steamer *Doric* with mails, etc., from San Francisco to the 13th ult., via Honolulu, has arrived at Yokohama, and will leave for this port via Inland Sea, Kobe, Nagasaki and Shanghai, to-morrow morning, the 2nd inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Indra (P.S.) at Kowloon Dock

Ningchow " "

Olympia (U.S.S.) " "

Talis " "

Concord (U.S.S.) " "

Martha (U.S.S.) " "

Little Bird " "

PASSED THE CANAL.

OUTWARD—*Formosa*, *Monmouthshire*, *Kwangsi* August 31st; *Gloria*, *Indra* 1st; *Natal*, *Flintshire*, *Undaunted* 12th; *Johny Sanderson*, *Wiltshire* 16th; *Canton* 19th; *Ulysses*, *Nürnberg*, *Ningpo* 23rd.

HOMeward—*Shanghai*, *Delta*, *St. Nidan* August 23rd.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites acts both as food and medicine. It not only gives flesh and strength by virtue of its own nutritious properties, but creates an appetite for food that builds up the wasted body. Read the following:—"Scott's Emulsion is in my opinion an excellent and valuable compound. I have given it to consumptive patients and have been delighted with the results obtained. It is pleasant to the taste and can be borne by the most sensitive stomach."—E. A. REDWAY, M.D., Butter-Knowledge, Dartington. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China:—Watkins & Co., Hongkong.—*Advt.*

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TO LET.

"BELVEDERE"—1 Roomed Bungalow, Plantation Road—to be let, furnished for 6 months from 17th September.

"SEMI-DETACHED VILLA RESIDENCE" on Bowen Road ("now in course of erection.")

FLOORS in STAUNTON and ELGIN STREETS.

No. 3, RIFON TERRACE.

No. 3, ELGIN STREET.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.

Hongkong, 30th August, 1898. [12]

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a STATEMENT of Business contributed during the Half Year ended 30th June, 1898, on or before the 15th September, when date the Accounts will be CLOSED.

By Order of the Board of Directors.

THS. I. ROSE, Secretary.

Hongkong, 25th August, 1898. [1024]

AN APPEAL.

THE SUPERIORES of the ITALIAN CONVENT, CANE ROAD, beg most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any FAVOR, or old FAVORITES to be made into Baskets for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 25th April, 1898. [40]

MEE CHEUNG,

PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, 10, LA-HAUI ROAD.

IS now in a position, in his New and Commodious Premises, to take and to make into ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a specialty.

Hongkong, 27th September, 1898. [41]

Intimations.

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS OF JOHN DAVID HUMPHREYS DECEASED.

NOTICE is hereby that Sir JOHN WORRELL CARRINGTON, Kt., C.M.G., LL.D., Chief Justice of Hongkong has made an order under SECTION 58 of ORDINANCE No. 3 of 1877 limiting the time for Creditors to send in their CLAIMS against the above estate to the 1st day of November, 1898.

All CREDITORS are hereby required to send in their CLAIMS to the Underigned before the above date.

Dated the 29th August, 1898.

H. HUMPHREYS, J. A. JUPP, Executors of the above Deceased.

1040

WANTED.

TO rent a FURNISHED ROOM, for single gentleman. Terms moderate from 1st September.

Apply by letter to

M.S. c/o Hongkong Telegraph Office.

Hongkong, 30th August, 1898. [1042]

THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING:—

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SWITCHES.

TELEPHONES.

WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STREAMERS.	DESTINATIONS.	SAILING DATES.
TOSA MARU	MARSEILLES, LONDON, NEW CASTLE AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO	To-morrow, 2nd Sept., at 10 A.M.
SAGAMI MARU	VLADIVOSTOK, CHANGHAI, CHEMULPO, NAGASAKI, FUSAN AND GEMAN.	Friday, 2nd September, at Noon.
MIKE MARU	Kobe and YOKOHAMA	Friday, 2nd September, at 4 P.M.
KAO-SHIMA MARU	BOMBAY, VIA SINGAPORE & COLOMBO	Tuesday, 5th September, at Noon.
YAMAGUCHI MARU	SEATTLE (WASH.), VIA KOBE, YOKOHAMA AND VICTORIA, B.C.	Thursday, 8th September, at 4 P.M.
HITACHI MARU	MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	Thursday, 15th Sept., at 4 P.M.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA

Manager.

Dr. KNORR'S
ANTI-PYRINE

patented

In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.

FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN

(Registered Trade Mark.)

SOLUBLE CASEIN-SILVER PREPARATION.

Used to Gonorrhoea in 1 to 2 percent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.

SOLE AGENTS FOR CHINA.

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DR. OVERLACH'S
MIGRAININE

(ANTIPYRINE—CAFFEINE—CITRATE)

(i) Excellent results in the treatment of migraines, as well as in headache arising from alcohol, nicotine and morphia poisoning, neurasthenia, influenza, grippe, &c.

(ii) The best antipyretic, even in threatened collapse, because the caffeine of Migrantine acts simultaneously as an analeptic.

Use only DR. OVERLACH'S MIGRAININE, "Lion Brand" and always prescribe "MIGRAININE HOECHST."

The best medium dose for adults is 17 grains, given once or twice daily in powder or in solution.

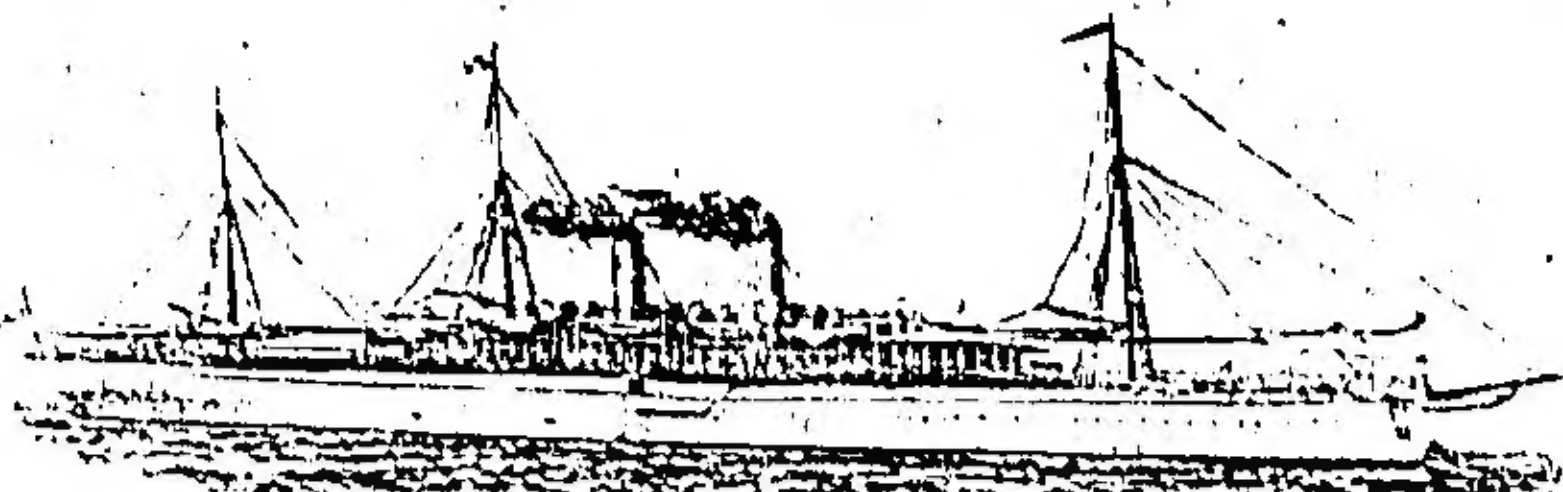
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ROYAL MAIL STEAMSHIP LINE.

1898.



1898.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 28th Sept., 1898.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 26th Oct., 1898.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 23rd Nov., 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Fidder's Street.

Hongkong, 31st August, 1898.

Shipping.

STREAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Hall, will be despatched for the above Ports TO-MORROW, the 2nd instant, at 10 A.M.

For Freight or Passage apply to

DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 1st September, 1898.

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CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"WOSUNG,"

Captain Dowson, will be despatched as above TO-MORROW, the 2nd instant, at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st September, 1898.

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CHINA NAVIGATION COMPANY, LIMITED.

FOR KORE.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched as above on SATURDAY, the 3rd instant, at Daylight.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 31st August, 1898.

[1030]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT)

THE Company's Steamship

"YUENSANG,"

Captain Rolfe, will be despatched as above on SATURDAY, the 3rd September, at Noon.

This Steamer has Superior Accommodation for First-class Passengers.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 30th August, 1898.

[1037]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOURABAYA.

THE Company's Steamship

"SHANTUNG,"

Captain Frempton, will be despatched as above on MONDAY, the 5th September, at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th August, 1898.

[1031]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

(Taking through Cargo for WESTERN AUSTRALIAN PORTS.)

THE Company's Steamship

"PATROCLOS,"

Captain Dickens, will be despatched as above on TUESDAY, the 6th September.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th August, 1898.

[1026]

FOR NEW YORK, VIA SUEZ CANAL.

THE Company's Steamship

"LIV,"

will be despatched as above on or about the 8th September, 1898.

For Freight, &c., apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 22nd August, 1898.

[939]

SAILING VESSEL.

FOR NEW YORK.

THE "A" Norwegian Bark

9.96.

"PRINCE ARTHUR,"

Captain Olson, having arrived will load here for the above Port, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & Co., Agents.

Hongkong, 12th July, 1898.

[858]

Shipping.

NORTH
GERMAN LLOYD.
(Freight Service.)HAMBURG
AMERICA LINE.
(East Atlantic Service.)

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STREAMERS.	DESTINATIONS.	SAILING DATES.
'SARNIA' Ehlers	HAVRE AND HAMBURG.	About 7th September. Freight and Passage.
SUEVIA Fück	HAVRE AND HAMBURG.	About 15th September. Freight.
'SILESIA' Wichers	HAVRE AND HAMBURG.	About 25th September. Freight and Passage.

* This Steamer has Superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

Hongkong, 29th August, 1898.

Mails.

NORTHERN PACIFIC
STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Tacoma... 2,540 | A. Dixon... | Sept. 17.

Victoria... 3,167 | J. Truebridge... | Sept. 27.

Olympia... 2,608 | T. H. Dobson... | Oct. 22.

Columbia... 2,605 | A. Gow... | Nov. 1.

Also

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Mogul... 3,654 | C. H. Butler... | Sept. 10.

Dynamar... 3,601 | E. Porter... | Nov. 5.

* Calling at AMOY.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table, DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to

DODWELL, CARLILL & Co., General Agents.

Hongkong, 30th August, 1898.

[1038]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN AND HAMBURG,

PORTS IN THE LEVANTE,

BLACK SEA AND BALTIC PORTS.

ALSO

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT

SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH

BILLS OF LADING FOR THE PRINCIPAL

PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prensis... Wednesday | 14th Sept.

Darmstadt... Wednesday | 14th Oct.

Sachsen... Wednesday | 9th Nov.

Bayern... Wednesday | 7th Dec.

Prins Heinrich... Wednesday | 4th Jan. '99.

ON WEDNESDAY, the 14th day of Sept., 1898, at 9 A.M., the Company's Steamship "PREUSSEN" Captain R. Helnter, with

MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at

NAPLES AND GENOA.

Shipping Orders will be granted till NOON on

Monday, the 14th September. Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 15th Sept. and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 15th Sept. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co., Agents.

Hongkong, 27th August, 1898.

[995]

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain E. Street, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 3rd September, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 20th August, 1898.

[5]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Arica (via Nagasaki), Saturday, 10th Sept., Kobe and Yokohama (For Cargo only).

THE U. S. Mail Steamship

"AZTEC,"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE AND YOKOHAMA on SATURDAY, the 10th September, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States & Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4. in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 23rd August, 1898.

[1]

Printed and Published by ETHELBERG FORBES SKERTCHLY, at No. 6, Fiddler's Hill, in the City of Victoria, Hongkong.

NOT SO FAR AWAY
IN CHICAGO U. S. A.

IS THE

Greatest Mail Order House in the World.

MONTBOMERY WARD & COMPANY,

111 to 120 Michigan Ave.

WHO ISSUE SEMI-ANNUALLY THE MOST COMPREHENSIVE

GENERAL CATALOGUE

AND

BUYERS' GUIDE.

Containing 800 pages (14 by 11 inch), 11,000 illustrations, 10,000 descriptions of goods, and 2,000 special prices. It is the most complete and authoritative guide to the goods of the United States and Canada. It is the most complete and authoritative guide to the goods of the United States and Canada. It is the most complete and authoritative guide to the goods of the United States and Canada.

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